

[PRICE \$23 PER MONTH]

1. NAME OF A PROJECT

FOR SYNDICATE

THE Steamship
"TANGTSE."
Captain E. Schultz, will be despatched for the
above Port TO-DAY, the 23th instant, at
Four P.M.
For Freight or Passage, apply to
SHEMSEN & Co.
Hongkong, 23th October, 1880. [761]

THE Steamship
"NAMO,"
Captain Westoby, will be despatched for the
above Ports on TUESDAY, the 2nd November
at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,

Hongkong, 25th October, 1889. [170]

TO LET OR TO LEASE.

THE desirable BUNGALOW, known as
"CRONSET," situate on Earm Lo No. 67
VICTORIA PRANK, with Possession on 1st November
1889.

For further Particulars apply to
RUSSELL & Co.
Hongkong, 25th October, 1889. [170]

NOTICE OF REMOVAL.

HARRIS, GOODWIN & Co. have RE-
MOVED from No. 8, Queen's Road, to
No. 14 STANLEY STREET.

Hongkong, 24th October, 1889. [170]

NOTICE.

THE Undersigned have REMOVED their
OFFICE to STANLEY STREET.

J. H. and J. M. REMEDIOS & Co.
Hongkong, 24th October, 1889. [169]

ORDNANCE STORE DEPARTMENT.

W FOR THE MAGAZINE FOREMAN
for the Post preference will be given
any Person who may have had previous ac-
quaintance with the quality and cure of Gun-
powder, Ammunition, and Combustibles.
Applications, accompanied by Testimonials,
will be received by me till TWELVE o'Clock
on 8th November.

G. E. MARCH, A.C.G.O.,
Commissionary-General Ordnance, China.
Hongkong, 27th October, 1880. (1w162)

NOTICE.

AS the weather is now becoming favorable
I am prepared to supply from the Singapore
Markets—
BO & STR. REEF

CORNERED BEEF and OX TONGUES.
ENGLISH BPO, Fresh and Pickled.
MUTTON.
GAME and WILD FOWLS.
PORK and GAME PIES.
BRAUN and SAUSAGE.
Guaranteed to be of the very best quality.
Any Order I may be favoured with, has my
best personal attentions and will meet with
prompt and despatch.

W. HOPKINS,
Butcher,
[J692] Szechuen Road, Shanghai.

NOTICE.

TENDERS will be RECEIVED at the
Office up till Noon of WEDNESDAY the 2nd
inst. for the erecting and fitting REPAIRS
LIGHTER SLEEP, Royal Naval Yard, accord-
ing to Specification, which can be seen on ap-
plication.

The lowest or any Tender will not be necessary accepted.

E. B. JOREY,
Naval Storeskeeper.
Hongkong, 19th October, 1890. [168]

NOTICE.

ALL Persons indebted to, or who have CLAIMS against, the Estate of ALFONSO DOMINGO PERCOTO, Deceased, are requested to communicate with the Undersigned on or before the 30th November, 1890.

J. M. VICTOR DE FIGUEIREDO,
FRANCISCO A. GOMES.
Executors of the Last Will of ANTONIO ALBERTO PERCOTO, Deceased.

Hongkong, 25th October, 1890. [168]

NOTICE.

THE UNDERSIGNED, hereby give Notice that I will not be RESPONSIBLE for any DEBIT contracted, SECURITY given, or written authority or Power of Attorney assigned, or executed in my Name or on my behalf in this Colony or in other places by any of my Partners or Employees without my knowledge and written consent, or by my Agents without written authority or Power of Attorney, and that all money dealings and transactions heretofore made with Pook Loong, Kwong Hze Wo, YEE SHUN, or YEE SANG CHAN, will not be recognized by me as valid and binding on me unless done with my written authority or consent.

W. S. S. N. L. K. A.
SHE S. N. L. K. A.

Hongkong, 11th October, 1880. [164]

G. FALCONER AND CO.,
WATCH AND CHRONOMETER
MANUFACTURERS AND
JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL.
IN THE SUPREME COURT OF
HONGKONG.
PROBATE JURISDICTION.
IN THE MATTER OF THE ESTATE OF LAU
PIK SIN, LATE OF HONGKONG, SHIP
KEEPER, DECEASED.
PROBATE of the Last Will and Testament
(dated the 27th August, 1880,) of the said
Deceased was granted to **LAU YU PAK** on the 9th
day of October, 1880.
All Persons indebted to or who have CLAIM
against the above Estate are requested to
present their Claims and pay what is due
in Particular at once to the Undersigned, by
whom all Debts will be received and Claims
paid.
LAU YU PAK,
Ho LOONG SHAW,
73, JARVIS STREET, HONGKONG.
Hongkong, 13th October, 1880. [164]

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY.
IN LIQUIDATION.
A FORTYPERCENT RETIEN OF CAPITAL AND
ACCUMULATIONS, at the rate of Two Tael (T.
2.00) PER SHARE, will be made to Share
holders of Recent 8th October, payable at the
ORDER of the LIQUIDATORS on **TUESDAY**
15th October.
WARRANTS will then be delivered by the
Undersigned to SHAREHOLDERS, or their lawful
Representatives, on presentation of SHARE CERTIFICATES for
the same.
THE TRANSFER BOOKS of the Company
will be CLOSED from the 8th to 15th instant
inclusive.

Shanghai, October 7th, 1890. Liquidator. (Un)33

NOTICE.

THE Public are WARNED against RECEIVING FIVE-DOLLARS NOTES of the HONGKONG and SHANGHAI BANKING Corporation numbered 122,901 to 122,950 dated 23rd May, 1877, and signed by EDWARD COPE, pro Manager, and E. A. NELSON, pro Accountant; these Notes having been STOLEN For the Hongkong and Shanghai Banking Corporation.

T. JACKSON, Chief Manager.

1911

with population, the average population since 1850 has been 128 per inhabitant in England, the same in Scotland, and 44 in Ireland. It is, furthermore, worthy of observation that the female in the British Empire exceed 99 million sterling in 1879, against 22 millions in 1850, the increase being relatively almost double as great as in the male population.

Concomitant with the growth of the population, the average population since 1850 has been 128 per inhabitant in England, the same in Scotland, and 44 in Ireland. It is, furthermore, worthy of observation that the female in the British Empire exceed 99 million sterling in 1879, against 22 millions in 1850, the increase being relatively almost double as great as in the male population.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the world, subject to the approval of its Agents. Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

There is but one branch of national wealth or industry that shows a decline—namely, agriculture. The area under corn and root crops having fallen in the last year from 17,000,000 to 16,800,000, a decline of 8 per cent. for the United Kingdom, although the figures for Ireland show the falling-off in that country was as much as 15 per cent. In the case of the United Kingdom, the area under the various crops, including the rural products of the United Kingdom, has increased in the last year, viz., 10 per cent. in corn, 12 per cent. in root crops, 10 per cent. in pigs, the only crop being a loss of 6 per cent. in sheep. Even in Ireland (excluding the loss for one head of cattle) the loss the farming loss increased 5 per cent. This growth of national wealth has probably compensated the loss in agriculture.

COMMERCIAL INTELLIGENCE.

THURSDAY, 28th October.

LONDON.

Bank Bills, on demand, 3/5d.
Bank Bills, at 3 months, 3/4d.
Bank Bills, at 6 months, 3/4d.
Bank Bills, at 9 months, 3/4d.
Bank Bills, at 12 months, 3/4d.

LIVERPOOL.

Bank Bills, on demand, 4/7d.
Bank Bills, at 3 months, 4/7d.
Bank Bills, at 6 months, 4/7d.
Bank Bills, at 9 months, 4/7d.
Bank Bills, at 12 months, 4/7d.

GLASGOW.

Bank Bills, on demand, 4/7d.
Bank Bills, at 3 months, 4/7d.
Bank Bills, at 6 months, 4/7d.
Bank Bills, at 9 months, 4/7d.
Bank Bills, at 12 months, 4/7d.

HONGKONG.

Bank Bills, on demand, 4/7d.
Bank Bills, at 3 months, 4/7d.
Bank Bills, at 6 months, 4/7d.
Bank Bills, at 9 months, 4/7d.
Bank Bills, at 12 months, 4/7d.

HONGKONG TEMPERATURE.

Barometer—59.50
Thermometer—70.00
Rain—0.00

HONGKONG METEOROLOGICAL REGISTER.

Barometer—59.50
Thermometer—70.00
Rain—0.00

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INSURANCES.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

Position of the Company at the close of the last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED..... \$1,000,000.00
CAPITAL PAID-UP..... \$300,000.00
RESERVE FUND..... \$700,000.00
BALANCE UNDIVIDED..... \$70,000.00
DIVIDEND paid to Shareholders, 20% per Annum.

DIVIDEND paid to ALL CONTRIBUTORS OF BUSINESS 25% on the Amount of their Contributions.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the world, subject to the approval of its Agents.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

B. GOLDSMITH, Managing Secretary.

Hongkong, 13th August, 1880. [1827]

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)..... \$1,000,000.00

RESERVE FUND..... \$200,000.00

SPECIAL RESERVE FUND..... \$200,000.00

TOTAL CAPITAL AND RESERVE FUND..... \$1,400,000.00
Accumulations, 8th April, 1880..... \$1,913,288

DIRECTORS: P. B. FORBES, Esq., Chairman. M. W. BOYD, Esq., Managing Secy. J. H. PINCKNEY, Esq., F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI. Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH. Messrs. BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent. 65 and 67, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12% for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the profits paid by them.

RUSSELL & Co., Agents.

Hongkong, 11th May, 1880. [1829]

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL..... TWO MILLIONS STERLING.

The Underwritten are prepared to ISSUE POLICIES covering FIRE RISKS at current rates.

ADAMSON, BELL & Co., Agents.

Hongkong, 27th August, 1880. [1392]

ROYAL INSURANCE COMPANY.

The Underwritten, Agents for the above Company, are prepared to GRANT INSURANCES at current Rates.

Messrs. MILES & Co., Agents.

Hongkong, 27th March, 1876. [14]

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Underwritten, Agents for the above Company, are prepared to GRANT INSURANCES at current Rates.

Messrs. MILES & Co., Agents.

Hongkong, 27th March, 1876. [14]

THE UNDERWRITING AGENTS for the above Company, are prepared to GRANT INSURANCES at current Rates.

Messrs. MILES & Co., Agents.

Hongkong, 27th March, 1876. [14]

SCOTTISH IMPERIAL INSURANCE COMPANY.

INSURANCES against FIRE, granted at current Rates. Considerable Reduction in Premium for LIFE INSURANCES in China.

Messrs. MILES & Co., Agents.

Hongkong, 3rd June, 1876. [918]

PHENIX FIRE INSURANCE COMPANY.

The Underwritten, having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 9th November, 1868. [115]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Underwritten, having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 9th November, 1868. [115]

STANDARD FIRE OFFICE, LONDON.

The Underwritten, having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 9th November, 1868. [115]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

The Underwritten, Agents at Hongkong for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 9th November, 1868. [115]

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1821.

CAPITAL OF THE COMPANY, £1,000,000.00. OF WHICH IS PAID-UP £100,000.00. RESERVE FUND UPWARDS OF £120,000.00. ANNUAL INCOME £250,000.00.

The Underwritten have been appointed Agents for the above Company at Hongkong, Canton, Fookien, Shanghai, and Hankow, and are prepared to GRANT INSURANCES at current Rates.

HOLIDAY, WISE & Co., Agents.

Hongkong, 15th October, 1868. [118]

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A. D. 1720.

The Underwritten, having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at current Rates.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 9th November, 1868. [115]

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLIDAY, WISE & Co., Agents.

Hongkong, 26th July, 1873. [119]

VESSELS ADMITTED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL.	Stentor (str.)	J. Kirkpatrick	Bitterfeld & Swire	On or about 29th inst.	On or about 30th inst.
LONDON, via SUEZ CANAL.	Glennacree (str.)	A. Taylor	Jardine, Matheson & Co.	On 3rd prox., at 4 P.M.	Quick despatch.
LONDON, via SUEZ CANAL.	Nizam (str.)	J. Kirkpatrick	J. O. S. N. Co.	On 3rd prox., at 4 P.M.	Quick despatch.
LONDON, via SUEZ CANAL.	Glennacree (str.)	A. Taylor	Jardine, Matheson & Co.	On 3rd prox., at 4 P.M.	Quick despatch.
LONDON, via SUEZ CANAL.	Nizam (str.)	J. Kirkpatrick	J. O. S. N. Co.	On 3rd prox., at 4 P.M.	Quick despatch.
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LONDON, via SUEZ CANAL.	Nizam (str.)	J. Kirkpatrick	J. O. S. N. Co.	On 3rd prox., at 4 P.M.	Quick despatch.
LONDON, via SUEZ CANAL.	Glennacree (str.)	A. Taylor	Jardine, Matheson & Co.	On 3rd prox., at 4 P.M.	Quick despatch.
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LONDON, via SUEZ CANAL.	Glennacree (str.)	A. Taylor	Jardine, Matheson & Co.	On 3rd prox., at 4 P.M.	Quick despatch.

(FROM TENNESSEE'S "QUEEN MARY.")
 Shame upon you, Robin,
 Shame upon you, now;
 Kiss me, would you? with my hands
 Milking like cow?
 Daisies grow again,
 Kingdome blow again;
 And you came and kissed me ralking the cow.
 Robin came behind me
 "Kissed me well, I say"
 Cuff him, could I with my hands
 Milking the cow?
 Swallows fly again,
 Cuckoos cry again;
 And you came and kissed me milking the cow.
 Cows, Robin, Robin,
 Come back, kiss me now
 "Kissed me well, I say" with my hands
 Milking the cow?
 Kingdome cow again,
 All things come again,
 Come behind and kiss me milking the cow.

Under this heading, *The Times* correspondsent writes from Halifax, on August 30th, 1846:—
Few contrasts are greater than more arid than those between the two islands, and, as John Barrow writes in his journal, "the late King Henry VII. rewarded him with a" and the British Islands which were annexed to the British Empire in the reign of our Queen Elizabeth. In Newfoundland the climate is in Niji every prospect pleasant and only does the reverse. In Newfoundland there are plenty of excellent men and beautiful women, while nature is far removed from the ideal of a tropical land. The soil is barren. Money is made by the growing sugar and the raising of the land by catching fish. The colonists of Fijil find a pleasant life in a tropical summer. The Newfoundlanders find a hard struggle for existence amid the perils and fogs of the North Atlantic. The latter the fatter appears to be so hard that it might be pardoned if they were always complaining at it. I cannot say that the more contented of mortals. I can only hesitate to utter the truly pitiful words of grumbling. Yet the groans which they complain are not those which Nature is responsible. They are people of their island despite its drawbacks, they love it with a love which no even climate at its worst, an impair. Indeed, patriotism of the Newfoundlanders is clearly trait in their character. They are proud and it is undoubtedly profound. Even commerce still extolling the attractions of the island. Life there has compensations and enjoyments which are unexpected and strange.

Though St. John's, the capital of Newfoundland, is about 1,000 miles nearer to the United Kingdom than is New York, the commercial capital of the island is St. John's, the fact that the main passenger line between New York and Liverpool (that between St. John's and Liverpool) Many lines of steamships maintain regular service on the Atlantic throughout the year, but Newfoundlanders are so dependent on the Allan Line for connection with the mother country, and, for three months out of the 12, the steamships that company do not touch at St. John's. Therefore it is not that the Government of Newfoundland say that company is a subsidy of £20,000 there might be no mail service between the United Kingdom and its colony. That the mother country now bears any share of that financial burden is a matter about making any arrangements for postal facilities, is one of the grievances which gives the islanders greater concern than fog and snow with which they are familiar. During the months of winter, when those who have been there take full advantage of their opportunities. In the summer by one of the splendid Allan Line which ply from Liverpool to Baltimore, and at St. John's, may be said to spend a week in a little Newfoundland. Two-thirds of the passengers in the fine steamer Coru under the command of the experienced and vigilant Captain Froese, in which I found myself, were natives or inhabitants of the island, and all of them were evidently conscious of the superiority of St. John's over any city in the world, of the salubrity of the Newfoundland climate, and of the fertility of the island as a whole. We were suggested that many changes might be made for the better, that the interior of the island might be thoroughly explored, that agriculture as well as mineral resources might be developed, and that a railway, to be constructed, they said, and which would be of great benefit to the island. The majority of the islanders may have a contention which is akin to superstition. They are too well satisfied with their lot. When it was proposed that they enter the Dominion of Canada, the reaction to the proposal was overwhelming. The Minister of the day, Mr. Bennett, who personally adhered to the scheme, laboured with mortifying success upon his loss of office, although not unjustified. It follows that confederation, their virtual enslavement and utter ruin cannot be denied that many men have perished exceedingly under the existing government of Newfoundland and that a portion of the community has accumulated wealth. It is indisputable, however, that a body of the people can do little more than live a livelihood. The progress which the islanders do not desire and do not desire to make is the progress of a community. In though the statement may seem, it is utterly literally true that the interior of the island is more of an unknown region than is the heart of Africa.

I was assured that the approach of Iceland was a striking spectacle and that quite equalled my anticipation. On land, as far as the eye can reach, the ice abruptly from the sea, to the shore, and in the narrow channel, a stranger how the navigation of this world is conducted without conceiving of more frequent occurrences. In the spring the danger from icebergs floating ice is considerable, yet the ice of the Allan liners are so well trained in severe duties they have to discharge they seldom jeopardize the vessels under their charge. The entrance into the St. John's is through a narrow channel bound sand, measuring 220 fathoms at the inlet and 85 at the outlet. When harbour is reached, the harbour being of landlocked, deep water, a mile and a quarter long and a quarter of a mile wide. With the exception of Halifax, no more commodious harbour than this is to be found on the North American Continent. At the entrance there is a light, if a vessel is not properly suitably manned, could resist the sea or repel the attack of any hostile force. A military and naval station St. John's appropriately is sited in the Gibraltar North Atlantic.

The capital of Newfoundland lies on the slope of a hill. It has a population of 15,000. Though it was founded as far back as 1610, yet it has a modern look. This is due to the fact that repeated fires have destroyed the old buildings and that nearly all of the new ones have been erected within the last 30 years. The fire had painful experience of the danger of neglect, the citizens have now in view for avoiding a repetition of the calamity which has caused them so much loss and suffering. In the streets where the break of fire might be most serious, the use of wooden structures is absolutely prohibited. Moreover, an admirable system of fire insurance has been introduced.

water, which is always available, has been provided for the extinction of fire in many parts of the city. At the water's level there are a number of wharves running round the bay. Behind the wharves on the north side is Water-street, which is filled with shops and merchant's warehouses. This street has the uninviting aspect of most streets similarly situated in seaport towns, the service of the scavenger being obvious to all eyes. The other streets are made of wood and the cottages are the dwellings of wood and iron workers. Were it not that Acts of Parliament are on record to testify to the fact, it would be difficult to believe that up to theyear 1818 no person could build a house here without written permission from the Governor, and that such permission was invariably refused, unless the building was exclusively for the use of the curing, salting, and boiling of fish. For the curing, salting, and boiling of fish, indeed, the policy of the Government of the last century was to protect and cherish the Newfoundland fisheries. To the elder Pitt, in one of his impassioned speeches, declared that these fisheries were of as much importance to the kingdom that they must be preserved even if an enemy had obtained possession of the Tower. He thought, and others did likewise, that the best way to preserve these fisheries was to make Newfoundland a fishing station and to forbid the exportation from settling there who desired to do anything but catch and cure fish. It is confessed to be surprising to find that Newfoundland has prospered so well notwithstanding the foolish policy of which it has been the victim.

[illegible][illegible][illegible]

and less remunerative than they once were. Including Labrador, the population is estimated at 180,000. The sum expended annually for the relief of the poor is \$100,000. Now, if the agricultural and mineral riches of the colony were properly developed there would be fewer poor and a larger general average of wealth.

As the host means for opening out the island and for giving the unemployed labour force food for labour, a project of this sort was to have been projected from the purpose passed by the Legislature last Session. It is a project of the Legislature last Session, and it is a project of the Legislature last Session. Since then an opposition, supposed to be formed by some leading merchants, has sprung up, and forcible attempts have been made to stop the survey. The professed ground of opposition is the cost of the scheme and the inability of the colony to bear the requisite outlay, which is scarcely reimbursed on the railway would be specifically reimbursed once the railway was in operation. It is quite certain that if the colony had to raise a loan capitalists would readily advance the money. The Budget of last year showed a surplus of more than \$14,000. Almost alone among Transatlantic colonies, Newfoundland can boast of having borrowed in its last year a sum of £1,000,000 at a moderate interest of 4 per cent. on a loan of £1,000,000. No other colony would stand a better chance of favourable terms if obliged to apply to the London Market. I fancy that the persons who are loudest in denouncing the railway as a too costly an undertaking do not wish that a railway should be made at all.

theme open for controversy and solution. There is the last form of the dispute about the fisheries with the United States Government; the other is the more intricate dispute with France about the west coast. I have heard the versions of the dispute on the subject of an extension of the French zone. I am not satisfied. In another case will be an adjustment of the fisheries. The statements of Newfoundland, who throughly understand the points at issue, should be of value in any negotiations which may take place. Another matter is apparently about to be settled in a way by which the entire proud citizens of the Union are to be profiting. Though the resident merchant class is not for it, the mines of Newfoundland are becoming very valuable. Mr. Ellensson, from Nova Scotia, has recently developed some copper mines, and he has, in the big space of five years, raised Newfoundland to the rank of the sixth copper producing country in the world. I was informed that he has disposed of his property for a million dollars to capitalists from the United States. Lead mines have also been discovered and worked; it has been proved that there is a mine of nickel in the island. The good reason for believing that gold could well yet be found there in abundance is that the island has been so long and so moderately an agent of capital and labour invested in development of the resources of the island. It is generally the better example of the exports at present are chiefly confined to fish and minerals. On looking at the Customs returns for last year, I saw one item which furnishes a parallel carrying coal to Newcastle. This is the export of 27 gallons of Spanish red wine to Spain. A parallel to that is the export of 2400 gallons of Spanish red wine to England, that offering a reward for the wine killed. Last year the payment to the Treasury for that purpose was \$240,000. I regret to have to add that the dogs for the island was famous have degenerated, that better Newfoundland dogs can be brought in England than in Newfoundland itself.

HIS WAY.

Before the days of chloroform there was a fellow in San Francisco who advertised to draw without pain. The patient was placed in a chair, and the instrument applied to his tooth with a wrench, followed up by a stop, to the surprise and relief of the patient. "Stop," cried the patient, "I would give you myself, if you would give me your way." "But I only just gave you the thing," replied the fellow, "and you are now a specimen to show you Cartwright's mode of operating." Again the instrument was applied—another tug, another roar. "No; do not impatient; that is Dumerget's mode, and be calm; you are now a specimen to show you Cartwright's mode of my nature." Another application—another tug, another roar. "May be quiet; this is Parkinson's mode, and you don't like it; no wonder, the time the tooth being by a thread, and you are now a specimen to show you Cartwright's mode of my nature." "This is my mode too," exclaimed the fellow, "and you are now a specimen to compare it with the operations of Cartwright, Dumerget, and Parkinson."

WHERE "BOOLS" ARE MADE

Almost all the "marbles" with which cravens amuse themselves, in season out of season, on side-walks and in spots, are made at Oberhausen, Germany, are large agate quarries and mills in neighbourhood, and the refuse is turned good account in providing the small balls for exports to "knuckle" with stones broken into bits by the blow of a hammer. These small blocks of agate, thrown by the shovelful into the hole of a small mill, formed of a cast-iron burr, is surface grooved with concentric furrows above this is the "runner," which is not hard wood, having a level face on its surface. The upper bed is made to revolve rapidly, water being delivered into the grooves of the bedstone, where the marbles are being rounded. It takes about ten minutes to finish half a bushel of good ones, ready for the boys' knuckles. One mill will turn out 189,000 marbles per week—very hard "crackers," as the boys call them—are made by a slower process, somewhat

ogous to the other.

THE FREAKS OF HUMANITY

"Human whim manifest themselves in a hundred ways," says Montaigne; and it is a long list, a long catalogue of the freaks of human nature. Scipio applied himself to himself with picking up shells and pebbles, and in playing at "catch the fish" with his friend Lilius. The son of Cines (Keekero) was a devotee of the wine, and would drink off six pints at a draught. The Emperor Augustus was so delighted with a game quail, that he ordered the execution of a man for killing and eating a more valuable bird. Domitian would shut up for hours at a time to change the salt upon his table, the table of the Emperor Augustus had a time to be made of a good cabbage soup. Charles Richelieu amused himself with playing tricks on his servants. The Count of Artois, secretary of the navy under Louis XV., handled the needle like a seamstress, and used to work evenings with Mme. de Sevigne who made her own dresses. In the sixteenth century, a vaunt worried himself to death in trying to settle the computation of the height of the human race in its various stages, maintained that Adam stood in his stature of six feet, Eve 118, Noah was 10 feet tall, and so on, (the moon) off in stature of 100 feet. In the sixteenth century, Samuel Colleton celebrated theologian and naturalist, observed that his weight more than 24 lbs. The Queen Elizabeth gloried in possessing the different dresses, and the Russian Emperor Alexander I. owned a coat of 8,700 buttons. The famous Count de Brühl, the first minister of the Saxon monarch in the last century, proudly paraded his robe, which contained 200 articles of dress, 800, wigs, 200 cases, and 300, manufac-

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American Drills, 30 yards, per piece	... \$2.95 to 3.10
American Drills, 15lbs., per piece	... \$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400lbs.	\$32.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400lbs.	\$93.00 to 105.00

[illegible]

VESSELS.	DATE OF ARRIVAL.	CAPTAINS.	FROM AND TO.
Albay	Oct. 27	F. Ashton	Brick
America	Sept. 4	Monsey	Brick
Araratoun Apene	Oct. 21	Maniwhieh	Brick
Cassandra	Oct. 24	Longe	Brick
Charles	Oct. 24	Erskine	Brick
Chas. T. Hook	Oct. 27	Breadly	Brick
City of Toledo	Oct. 20	Munry	Amer.
Dale	Oct. 25	Thompson	Brick
Fokien	Oct. 25	Albani	Brick
Kang-chi	Sept. 19	J. Ouston	Brick
Kiang-Ping	Oct. 23	Crowlie	Brick
Kiu-Kung	Oct. 22	T. Benoulat	Brick
Mai-Poo	Oct. 22	Cunningham	Brick
Osama	Oct. 26	Webber	Brick
Pacific	Oct. 14	G. Sutherland	Amer.
Powan	Oct. 24	A. G. Carey	Amer.
Saa Gull	Mar. 24	Hayden	Brick
Suez	Oct. 29	J. D. Eaton	Brick
Surenda Marn	Oct. 22	Hammett	Brick
Tunis	Oct. 22	Irvine	Brick
Yangtze	Oct. 25	Schulze	Brick
Yot-sai	—	D. Browne	Brick

Agnes Blair	Sept. 21	Lowe	B
Alva Black	Aug. 27	Herdman	A
Alva	July 28	R. & Souza	P
Angie	Oct. 10	Thomson	B
Carl Ritter	Sept. 11	Jager	G
Cashmere	Oct. 29	Collinsore	A
C. Stewart	Oct. 23	Powers	A
Cora	Aug. 20	Coombs	B
Ellen	Oct. 25	Hodge	G
Emma	Oct. 5	Micoulson	B
F. Nightingale	Oct. 8	Molately	G
Forangas	Oct. 18	Bunyardt	B

Francis	Sept. 39	Ermdin	F
James	Oct. 25	Brms	F
H. W. Dwyer	Aug. 21	Dudley	L
Louis	Sept. 14	Scherloh	L
Martin II.	Sept. 21	Gomer	G
Metzger	Oct. 16	Peterson	G
Siblas	Oct. 19	O. Buck	G
S. A. Morrison	Oct. 17	Kowles	F
S. of the Age	Oct. 25	Williams	F
Sparran	Aug. 27	Vincent	F
S. B. Alha	Oct. 10	Goldberg	F
Gammal	Aug. 6	A. Tries	F
Teldi	Oct. 25	Peterson	G
Triton	Oct. 1	Kolssen	G
Hooking	Oct. 16	Peterson	G
Kinsman,	—	Hayland	G
Spark	—	Cuivalvaldar	G
Willie Chis	Aug. 27	Holmes	G
Thung Chuet	—	A. Jonning	G

Christina	Oct. 7	Kosow
Jan Petr	Oct. 8	Ewert
T. Krausm	Oct. 10	Verrath
Chatsenbriand	Oct. 5	G. Leroy
F. Balogh	Oct. 5	Rator
Hoi-chong	Oct. 6	Pittsner
Kwik	Oct. 5	Larsen
Ronolida	Oct. 15	Jessen
Lucy—	Sept. 30	Hibbskist
N. Hewstson	Oct. 12	Danile

Ambassador	Aug. 16	Bellev
Antonio	Oct. 5	Sabarno
Baudela	July 21	Laird
Blue Jacket	Sept. 1	Perovai
Carl Ludwig	Oct. 2	Meyers
Reconcho	Aug. 19	Hochreiter
Forward-Ho	Oct. 8	Wade
Jumas	Oct. 9	Russett
Kinsacchoat	Aug. 15	Thuesen
Martha	Oct. 18	Micobell
M. Mackay	Oct. 12	Bag
Bolemba	Sept. 5	Task
Larga	Sept. 3	Brwa
Matthes	Sept. 2	Daves
Okander		Jasu
Okavake		Byron
Scottish Fairy	Aug. 23	Tuzes
Amethyst	Aug. 28	Slocum
Hass	Oct. 4	Erans
Holena	Oct. 4	Mason
J. R. Worcester	Oct. 6	Albreton
John Fata	Sept. 25	McPherson
Kangara M.	Sept. 25	Estland
M. Lokano	Sept. 25	Hall
Pelhuas	Sept. 7	Schitzer
Pym	Oct. 8	Shapton
Victory	Oct. 4	Whiting
Lottie		Hills
Lupata	Sept. 27	Raven
W. Dimorest		Walker
Otendo	Oct. 11	Hardy

Blankets, 4 lbs., per pair.....	\$4.05 to	1.
Blankets, 8 lbs., per pair.....	\$4.05 to	1.
Blankets, 10 lbs., per pair.....	\$4.05 to	5.

Blankets, 12 lb., per pair.....	\$6.15 to 8.
Camlets, SSS, per piece.....	\$14.50 to 15.
Camlets, SS, per piece.....	\$14.90 to 15.
Camlets, S, per piece.....	\$13.40 to 15.
Camlets, BBB, per piece.....	\$18.50 to 17.
Camlets, AAA, per piece.....	\$16.00 to 16.
Camlets, LLL, per piece.....	\$14.50 to 15.
Long Sils, MM Scarlet, per piece.....	\$3.10 to 8.
Long Sils, MM Assorted, per piece.....	\$3.15 to 8.
Long Sils, HH Scarlet, per piece.....	\$3.15 to 8.
Long Sils, HH Assorted, per piece.....	\$3.15 to 8.
Long Sils, H Scarlet, per piece.....	\$3.25 to 8.
Long Sils, A & A, per piece.....	\$7.95 to 7.
Long Sils, DD, per piece.....	\$13.50 to 13.
French Stripes, each.....	\$0.75 to 3.

METALS.	
Iron, Nail Road, per picul.....	\$3.20 to 2
Iron, Hoop, per picul.....	\$2.80 to 2
Iron, Bar, per picul.....	\$3.00 to 2
Iron, Wire, per picul.....	\$6.75 to 2
Lead, W.B. per picul.....	\$3.80 to 2
Lead, I.B. per picul.....	\$5.75 to 2
Lead, Hole Cloth, per picul.....	\$5.75 to 2
Quicksilver, English, per picul.....	\$3.00 to 50
Quicksilver, American, per picul.....	\$3.00 to 50
Steel, English, per tab.....	\$3.20 to 2
Steel, Swedish, per tab.....	\$4.15 to 2
Sheathing Metal, per picul.....	\$11.00 to 20
Speller, per picul.....	\$7.15 to 2
Tin, Malacca, per picul.....	\$4.80 to 2
Tin, Plates, per box.....	\$5.75 to 2

PRODUCE.		
19	Almonds, per pical.	\$18.30
20	Alma, 1st quality, per pical.	\$1.35
21	Alma, 2nd quality, per pical.	\$1.35
22	Bark, Blum, per pical.	\$1.35
23	Bark, Cacher, per pical.	\$1.35
24	Boebe de Mer, per pical.	\$30.00
25	Bee Wax, Japan, White, per pical.	\$7.49
26	Bee Wax, Hankow, Yellow, per pical.	\$4.00
27	Bee Wax, White, per pical.	\$1.35
28	Birds Nest, 1st quality, per pical.	\$1.00
29	Birds Nest, 2nd quality, per pical.	\$6.50
30	Birds Nest, 3rd quality, per pical.	\$75.00
31	Brimstone, per pical.	\$2.25
32	Buffalo Hides, Manila.	\$12.00
33	Buffalo Cow Hides.	\$7.30

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DESTINATION.	VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.							YOKOHAMA.						
STEAMERS.							MANTUA.						
Albany	Oct. 27	F. Ashton	Brit. str.	365	D. Laprak & Co	Amoy	Panay	Sept. 17	Bay Mines	Amer. sh.	1190	C. & J. Trading Co	
America	Sept. 4	Moony	Brit. str.	918	Enley & Co	Swamp	Pioneer	Sept. 15	Miller	Russ. sh.	75	Walsh, & Co	
Araratian	Oct. 23	Macdonich	Brit. str.	1332	D. Sasson, Sons & Co	Calcutta	Scudell Fairy	Oct. 10	Toozes	Brit. bk	1111	Walsh, Hall & Co	
Cassandria	Oct. 23	Lange	Ger. str.	937	Siemssen & Co		Star Queen	Oct. 13	Brooks	Brit. bk	750	Malcolm & Co	
Charlton	Oct. 23	Erskine	Brit. str.	738	Arnhold, Karberg & Co		Stell	Oct. 11	Werner	Amer. sh.	263	Chinese	
Chas. T. Hook	Oct. 27	Bradley	Brit. str.	902	Landsin & Co						39	Captain	
City of Toledo	Oct. 29	Moore	Amer. str.	5072	P. M. S. S. Co	S. Francisco	Anahuac	Sept. 13	Lint	Amer. sh.	1225	Marin, Dyce & Co	
Edith	Oct. 25	Thompson	Brit. str.	645	Yuen Kai Hong	Amoy	Carriacks	Sept. 11	Jones	Brit. bk	916	Twiss, Hubbell & Co	
Falken	Oct. 23	Albott	Brit. str.	509	D. Laprak & Co	Ceylon	Ceylon	Sept. 23	.....	Amer. bk	.....	.....
Ichang	Sept. 19	J. Oskton	Brit. str.	706	Butterfield & Swire	Hankow	Hardington	Sept. 23	.....	Brit. bk	.....	.....
Kang-ehi	.....	Crovie	Chil. str.	683	C. M. S. N. Co	Amoy	Leguine	Sept. 6	Marini	Ital. bk	925	Captain	
Kiang Ping	.....	T. Bannin	Brit. str.	1061	H.O. & M. Steamboat Co	Canton	Jessie Stearns	Aug. 5	.....	Brit. bk	646	Captain	
Kun-Kung	Oct. 22	Cunningham	Amer. str.	1322	C. M. S. N. Co		J. Rowick	July 28	Sisters	Brit. sh.	1822	Captain	
Nai-fai	Oct. 16	Webber	Brit. str.	1034	Russell & Co		Margul	Oct. 6	.....	Span. bk	282	Captain	
Oosao	Oct. 24	G. Schure	Ger. str.	69	H.O. & M. Steamboat Co	Canton	Paradise	Sept. 24	.....	Ital. bk	736	Captain	
Pacific	.....	A. Q. Carey	Brit. str.	46	C. Traders' Insurance Co								
Powan	Mar. 24	Hayles	Amer. str.	48	Jardina, Matheson & Co	Calcutta	Colorado		Igraham	Amer. sh.	1075	F. Engler & Co	
Sas Gall	Oct. 23	J. D. Baton	Jap. str.	1330	M. B. M. S. S. Co	Calcutta	Fallas		Liders	Ger. bk	493	Wm. G. Hale & Co	
Suez	Oct. 23	Habnet	Brit. str.	826	Jardina, Matheson & Co	Saigon							
Sumida Maru	Oct. 22	Habnet	Brit. str.	787	Siemssen & Co	Saigon							
Tunis	Oct. 23	Scholtze	Brit. str.	932	Kwok Aehsang & Sons	Saigon							
Yangtze	Oct. 23	D. Brown	Brit. str.	250		Macao							
Xot-sai	.....											
SAILING VESSELS.							BANGKOK.						
Agnes Muir	Sept. 21	Lowe	Brit. sh.	853	Carlowitz & Co	Harre	Citadel	Oct. 11	Steward	Brit. sch.	239	Chinese	
Annie Buck	Aug. 27	Herdman	Amer. sh.	1235	Vogel & Co	New York	Davina	Aug. 22	Scott	Brit. bk	425	R. G. L.	
Alven	July 29	E. & S. House	Brit. str.	1352	Carlowitz & Co		Doresta	Oct. 9	.....	Brit. bk	340	Chinese	
Anacore	Oct. 11	Thomson	Brit. sch.	210	Mayer & Co		Enery	June 18	Dahlstrom	Span. bk	360	Chinese	
Carl Ritter	Oct. 11	Jager	Ger. sh.	556	Winder & Co		Falcon	Sept. 16	Doreth	Span. bk	385	Chinese	
Cashmere	Sept. 29	Collins	Amer. sh.	898	Arnhold, Karberg & Co		Port	Sept. 12	Bruna	Span. bk	490	Chinese	
C. Stewart	Oct. 23	Powers	Amer. sh.	630	Davol Office		Guan Guan	Sept. 18	Charstens	Brit. bk	261	Chinese	
Cora	Aug. 26	Coombs	Amer. sh.	1431	Russell & Co	New York	Coloh	Sept. 22	Bautism	Span. bk	512	Chinese	
Edith	Oct. 25	Hedgie	Brit. sh.	499	Arnhold, Karberg & Co		Horn	Aug. 7	Jacobson	Span. bk	900	Captain	
Emma	Oct. 5	Micalson	Ger. sh.	221	Ed. Schollhass & Co		H. E. Teply	Sept. 22	Raton	Amer. sh.	900	Captain	
F. Nightingale	Oct. 8	McIntyre	Brit. bk.	464	Arnhold, Karberg & Co		Iron Duke	Jan. 5	Kneofed	Span. sh.	1224	M. Fallon & Co	
Formosa	Oct. 18	Engwardt	Ger. sh.	262	Carlowitz & Co		L. C. Wade	Sept. 2	Shapley	Amer. sh.	150	Chinese	
France	Sept. 29	Exmelin	Brit. sh.	439	Landsin & Co		Mercury	Aug. 3	McLeodford	Span. bk	735	Chinese	
Sere	Oct. 25	Evans	Amer. bk.	892	Jardina, Matheson & Co	New York	Vossum	Sept. 30	Reeston	Span. sh.	150	Chinese	
H. W. Dudley	Aug. 31	Dudley	Amer. bk.	1093	Russell & Co		P. Saraphi	Sept. 18	Moller	Span. bk.	444	M. J. Co	
Louisa	Sept. 14	Scherloh	Ger. sch.	215	Ed. Schollhass & Co		Skiddaw	Sept. 2	Bewley	Brit. bk.	677	B. C. Co	
							Ta Hongkong	Oct. 8	Buttmann	Span. bk.	630	Chun Seng	
							Ta Watt	Sept. 29	Robass	Span. bk.	850	M. J. Co	
							Yanchoels	Sept. 17		Ger. sch.	630	M. J. Co	

NAME.	RIG.	TONS.	H.P.	CAPTAIN.	WHERE AT.
Albatross	screw sloop	4	120	Com. Herring	Chefoo
Conna	corvette	4	120	Captain J. W. East	Kobe
Cunaca	corvette	4	120	Captain W. H. Manning	Penang
Esperia	screw sloop	4	230	Com. C. Johnstone	Singapore
Encounter	steam corvette	14	350	Capt. Hon. A. Denison	Shanghai
Flying Fish	sloop	4	120	Lieut. Com. Howarth	Singapore
Florida	double-screw gun-vessel	12	180	Lieut. Com. Blair	Yokohama
F. rhondan	gunboat	4	470	Lieut. Com. W. Nowell	Hankow
Gen. Duce	double-screw iron frigate	4	800	Com. H. M. F. Cleveland	Nagasaki
Kestrel	double-screw gun-vessel	4	100	Lieut. Com. H. M. S. H. M.	Singapore
Lapwing	double-screw gun-vessel	4	100	Com. W. G. Scott	Shanghai
Leopard	screw gun-vessel	3	95	Com. S. Green	Chefoo
Marip	surveying vessel	3	160	Captain K. H. Napier	Hongkong
Midge	double-screw gun-vessel	4	120		Hongkong
Mosier	steam corvette	12	150	Captain J. G. Mead	Shanghai
Moerhen	gunboat	4	387	Lieut. Com. W. Carey	En route S. P.
Mosquito	gunboat	4	60	Lieut. Com. G. E. Grey	Niampo
Pegasus	sloop	4	900	Lieut. Com. H. M. S. H. M.	Shanghai
Phoebe	sloop	4	367	Lieut. Com. M. Bridger	Foonchow
Swinger	gunboat	2	60	Lieut. Com. O. P. Fyler	Amoy
V. Emanuel	receiving ship	20	250	Commodore Sturt	Hongkong
Vigilant	paddle dispatch-vessel	1	350	Lieut. Com. Anselmy	Shanghai
Wrecca		1	350	Commaner Jones	Hongkong

NAME.	FLAG.	CNTR.	N.P.	CAPTAIN.	WHERE
Abreok	Russian gunboat	7	80	Captain Schaue	Yokohama
Adonis	French gunboat	6	290	Commander Collard	Chefoo
Alet	American gunboat	5	600	Commander Huntington	Chefoo
Africa	Russian cruiser	14	-	Captain Alesscof	Vladivostok
Adalcelo	American corvette	6	250	Commander Johnston	Chefoo
Alaska	Russian cruiser	8	700	Captain Amosof	Vladivostok
Atkold	Russian corvette	6	250	Captain Deak	en route V.
Champlain	French corvette	10	450	Captain Michaud	Shanghai
Crayster	Russian corvette	8	250	Captain Nasitoff	Vladivostok
Cyclop	German gunboat	4	250	Lieut.-Com. Schultmann	Vladivostok
Digist	Russian gunboat	4	250	Commander Livren	Vladivostok
D. D. Humbergh	American frigate	9	250	Captain Nosokoloy	en route V.
Etnack	Russian transport	12	-	Captain Koltchova	Pasief
Europa	Russian cruiser	12	240	Captain Gripenberg	Vladivostok
Frya	German corvette	8	240	Captain Yen Higopel	Yokohama
General Admiral	Russian frigate	7	300	Captain Serkof	en route V.
Gerasima	Russian gunboat	6	250	Commander Stark	Nagasaki
Illis	Russian frigate	8	320	Commander Klamma	Hongkong
Kargelen	French frigate	8	450	Captain Mahlin	Shanghai
Lae Tak	American gunboat	7	80	Commander Y. W. Tsung	Japan
Mendocino	Portuguese gunboat	7	200	Commander Vienna	Shanghai
Maria de Molina	Spanish corvette	9	-	Captain Den T. Olerees	Manila
M. del Duero	Spanish despatch-vess.	2	300	Don Lopez	Vladivostok
Milpin	Russian ironclad	2	300	Captain P. Naginoff	Chefoo
Mowocuy	American gunboat	6	700	Commander Sanner	Shanghai
Morge	Russian gunboat	7	80	Commander Tatarnoff	Vladivostok
Nasedukoi	Russian corvette	5	80	Captain Kologorff	Chefoo
Nepes	Russian gunboat	5	80	Commander Yakront	en route V.
Ogroschenik	Russian cruiser	6	200	Captain Seleshtakoff	Nagasaki
Platon	American gunboat	5	200	Lieut.-Commander Green	en route V.
Prinze Poparsky	Russian corvette	8	200	Captain Polarsky	Vladivostok
Rashovsk	Russian frigate	11	250	Captain Birkof	Vladivostok
Richland	Russian corvette	14	800	Captain Glikoff	Yokohama
Slemting	Russian corvette	7	200	Captain Wentz	en route V.
Sobol	American gunboat	7	80	Commander Berlyng	Vladivostok
Strokov	Russian corvette	6	200	Commander Dolirov	Vladivostok
Sudaraka	Russian gunboat	8	250	Commander Sampson	Yokohama
Tamega	Portuguese gunboat	7	200	Comd. do Rio Carralho	Macao
Tiemis	French corvette	18	175	Captain Aldrich	Shanghai
Tongous	Russian gunboat	4	340	Commander Becke	Shanghai
Wolf	Russian gunboat	4	340	Captain, Duke of Genoa	Japan
Victor Pisani	Italian frigate	12	400	Captain Ziron	Chefoo
Vireta	German cruiser	10	250	Captain Aveland	en route V.
Westnik	Russian cruiser	10	250	Captain Leman	Vladivostok

NAME.	FLAG AND REG.	GUNS.	TONS.	H.P.	COMMANDER.	STATION.
As-lan	Viceroy's gunboat.	7	250	75	J. Godell	Tong-king Gulf.
Choo-bing	Revenue cruiser	2	30	26	—	—
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Canton
Chien-pu	Revenue cruiser	3	80	20	Walker	Capeing-moon
Chung-wan	—	—	—	—	—	West Coast
Ching-on	Revenue cruiser	2	30	26	Chung-ying-fai	Canton River
Ching-tsing	Viceroy's gunboat	4	180	69	F. Bossert	Pak-hoi
Pang-chai-lai	Revenue cruiser	4	100	40	H. Palmer	Chung-chow
Tohing-on	Viceroy's gunboat	4	100	40	Chinese Admiral	Bogue Forts
Tohing-on	Viceroy's gunboat	3	100	40	Ching	Bogue Forts
Tsing-ting	Revenue cruiser	2	150	40	Chun-fu-hu	West Coast
Quang-on	Viceroy's gun-boat	4	120	40	Lieu-ping-tie	Dorne Forts
Shen-shi	Revenue cruiser	5	180	69	J. H. Walde	Macon
Sai-tsing	Viceroy's gunboat	4	180	20	J. Collier	Hai-fing-shan
Li-shé	Revenue cruiser	4	80	20	D. Reed	Canton River
Tsing-po	Viceroy's gunboat	6	180	69	A. Ganesau	West Coast.

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